

Recovery Points

The Middle Atlantic Four Wheel Drive Association Newsletter

Volume 6, Issue 4

October 2016

...because access to YOUR public land is too important to lose

MAFWDA Annual Meeting Announcement

Larry Pope

MAFWDA President

The MAFWDA Annual meeting will be held on Saturday November 12, 2016 from 11:00 a.m. to 1:00 p.m. at The Hideaway Somewhere in Odenton, 1439 Odenton Road, Odenton, MD 21113 (410-874-7300) (www.hideawayodenton.com). Those attending can order off the menu.

Please let me know who your club delegates will be and how many guests they will be bringing with them. With that said all MAFWDA members are welcomed to attend but I will need to know who so The Hideaway can ensure we have enough room. We will be taking nominations and electing MAFWDA officers. We will also be selecting the MAFWDA 2016 Club of the Year.

Clubs please forward the names of your delegates and their guest(s) to me directly at lt pope@comcast.com NLT November 3rd. All other MAFWDA members who will be attending please provide me your name and number of guest NLT November 3rd to lt pope@comcast.net.

This is so I can provide the restaurant with somewhat of a WAG of the number of attendees.

Remember this is your association and it needs your involvement and support. I hope to see a lot of you there.

Thanks,

Larry Pope

MAFWDA Potomac State Forest Volunteer Weekend (7/9/2016)

Cherie Taylor

CORE

Every year CORE participates in a volunteer weekend at Potomac State Forest, hosted by the Middle Atlantic Four Wheel Drive Association (MAFWDA). The event is hosted by the Director of Land Use for MAFWDA, Preston Stevens. Preston works closely with the forest managers to put together a project each year that helps us give back and foster a great working relationship with local land managers. We are also given special access to trails for the weekend that would otherwise be closed to 4x4 access.

This year several members of CORE attended the event:

- Andrew & Cherie Taylor – Silver Xterra
- Robert Rixham (& pup, Trudi) – Silver 4 Runner
- Fred Granruth – Green Tahoe

Non-CORE members included:

- Preston, Pam, and Emily Stevens
- Tom & Deb Taylor
- Shawn Janson & Family
- Kevin Eiler

We arrived at camp on Friday afternoon. It's unusual for us to set up a tent in the light, so it felt great to take off work a few hours early and head into the mountains. The weather was absolutely perfect all weekend and it made for a great weekend to camp! Every year Preston gets the same group site in the forest, which is large enough to hold several campers and lots of tents. And it's right near a vault bathroom! We set up camp and sat around the fire as others trickled in to the campsite. Fred and Robert arrived just before dark and everyone had a great time sitting around the fire and catching up. Saturday morning we all woke up bright and early. We planned to be headed out by 9 am to start our work. The forest manager had tasked us with painting the yellow gates used to block trail access. Over the years

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■ MAFWDA GRSF Volunteer Weekend

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the paint flakes off and dirt and rust take its toll. We split up into two teams, each with a box of sanding gear, face masks, paint brushes, and paint. Our group consisted of all of the CORE crew and Tom & Deb. We set out with our box and drove down to the first gate we could find. We all began sanding the old paint off. We quickly understood why they had face masks in the box – the yellow dust got everywhere! After we finished the first one, we decided to leave Tom & Deb behind to paint while the rest of us moved on to start sanding the next gate.



We took turns sanding and painting each gate. Before we knew it was noon and we were wrapping up our fourth gate. We packed up and headed back to camp for lunch. Shortly after the other group came back and said they had also completed four gates! Not too bad for a few hours work.

After lunch we decided to go for a trail ride. Each year Preston takes a group out after volunteering and heads down a few of the special access trails. This year we decided to hit a few of the snowmobile trails and had a great time. The trails were fairly dry since we hadn't had any rain, but we still managed to have a few interesting moments. Not too far into the first trail we came across a downed tree on the trail. We decided to drive over it slowly and one by one we made our way across. Unfortunately as Shawn approached the downed tree in his Jeep Cherokee Trailhawk he didn't quite have the wheel travel to keep himself steady and quickly slid down the trunk and off the side of the trail. A few more attempts at correcting his course put him even more off the trail. Andrew ending up hooking him up to his winch and slowly pulling him back on the trail. The last little bit require a strap to be hooked up but he was quickly back where he needed to be. Meanwhile, Preston had started up the chainsaw and made sure the downed tree was clear of the trail.

Later on we came to an incredibly long hill climb that was fairly muddy and rutted out. We each made our way up the trail with a bit of momentum and made sure to wait until the truck in front of us had made it up the hill. After Andrew and I made it up we called down to Fred & Robert that it was their turn. We waited and

waited and their truck never came up. We called down on the CB and got no response. Andrew jumped out and decided to head back down the trail. The next 45 minutes were interesting. Robert and Fred were having trouble making it up the hill and kept getting stuck in the same spot. After trying several times the truck slipped over the side of the trail and ended up in the woods – very close to slamming into the side of a tree. It took a group effort to maneuver all of the trucks around that spot and up the hill, until Tom & Deb in the Bronco could get to them to hook up. They were able to pull them back on to the trail and everyone else was able to make it up the trail with a bit of work. Several people learned the value of airing down on that one! The rest of the trail riding went smoothly and it was such a beautiful day! When we got back to camp we even set up the camping hammocks and took a wonderful afternoon nap!



That evening the CORE group decided to try something a bit different and head into town for dinner. We never took the time to explore the area and thought it might be fun to check out a local restaurant. We decided to go to Long Branch Saloon, about 20 minutes up the road. The drive was beautiful and the mountain tops were lined with huge windmills. We all got big steaks (with lots of leftovers for Trudi) and amazing desserts and had a great time. We were all pretty beat after a long day and it felt good to crawl into the tent and get some sleep.

Sunday morning we unfortunately all had to pack up pretty early and head out. It would have been great to hang out all day and enjoy the forest, but life happens. It was a really great weekend for camping and trail riding. The weather was perfect, despite a rainy forecast, and it was fantastic for camping! This trip is always a highlight each year and it is so important to participate in these positive land use activities and work with local land managers to protect our valuable resources. We truly appreciate everything Preston and the Middle Atlantic Four Wheel Drive Association does in developing and maintaining these relationships with local land managers and advocating for our cause – especially when it involves a fun weekend camping and wheeling! ❖

Cherie Taylor.

MAFWDA Recommended Businesses

The MAFWDA membership recommends these local businesses for your four wheel driving accessories and services. If you own a business or know of a business that would like to become a Business Partner contact Larry Pope MAFWDA President Director (President@mafwd.org).

Adrenaline Off Road LLC



Your one stop shop for all of your parts and service needs. Installation is available for everything that we sell. Buy, sell, trade used parts and entire vehicles. Find your lowest advertised price and we will match or beat it.

www.adrenalineoffroad.com

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Your online retailer of aftermarket Jeep Wrangler parts and accessories headquarter just outside of Philadelphia, PA.

ExtremeTerrain is staffed with enthusiasts dedicated to customer satisfaction.

www.extremeterrain.com

7 Lee Blvd, Suite 100
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1-800-988-4605

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High quality off-road enhancements for the four wheel enthusiasts.

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www.mountzionoffroad.com

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Steinjäger Inc.

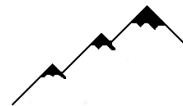


Steinjäger was founded in 2013 by principals of Midwest Control Products Corp to better serve the motorsport market with application-specific products.

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Box 299
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Full service 4wd speciality shop in Westminster MD. Suspension, axles, fabrication

www.appalachianoffroad.com

2 East George Street
Westminster, MD 21157
410-848-29426

Top 10 Fears of New 4WD Owners

By Tom Severin

Reprint: <https://www.treadlightly.org/featured-articles/top-10-fears-of-new-4wd-owners/>

Driving off road presents a host of challenges for any driver. Four wheeling can be especially intimidating for new drivers. Those initial concerns are understandable. It takes off-road experience to build skillset and confidence.

If you've considered going off road but are reluctant to do so, relax. The following information should convince you take up the hobby. While you are reading this remember: in town, you can be in a pile-up as the result of other driver's errors and actions. Off-road in almost every instance the driver made the decision and judgment that lead to his predicament.

After years of talking with new 4-wheel drive owners, here is my perception of the Top 10 Fears of newer drivers, and what to do about them.

1. Damage to a new vehicle: This is mostly cosmetic damage, and includes minor pin-striping and scrapes to bumpers. On occasion an air dam gets torn off or a license plate is bent out of shape. The skid plate will protect the undercarriage if you bottom out. I recommend you add rock sliders on the sides of the vehicle as one of your first upgrades in armor even if you only plan to do forest service roads. The first little dents "hurt" you more than the vehicle. On the bright side, you can now justify an aftermarket bumper.

It is a toss as to which of these next two is the bigger concern. I picked rolling over as the number 2 concern.

2. Rolling over: Normally another rare issue. What makes

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DO YOU KNOW YOUR MAFWDA BOARD OF DIRECTORS?

Your MAFWDA Board of Directors is composed of volunteer members who contribute their free time to keep the organization going. Currently we have the following folks on the BOD:

President – Larry Pope
President@mafwd.org

Vice President – Bob Weaver
VicePresident@mafwd.org

Treasurer – Keith Holman
Treasurer@mafwd.org

Secretary – Mike Vincenty
Secretary@mafwd.org

Land Use Director – Preston Stevens (PA Jeeps)
LandUse@mafwd.org

Director of Events and Public Relations – Vacant
PublicRelations@mafwd.org

Director of Marketing – Vacant
Marketing@mafwd.org

Do you have free time and are willing to help MAFWDA? If so contact one of the Board members at the email addresses above. Any help you can provide would be greatly appreciated.

CALENDAR OF EVENTS

4 WHEEL TO HEAL

October 15, 2016

Rausch Creek Off Road Park
Email: <http://www.4w2h.org/contact/>
Web site: <http://www.4w2h.org>

1ST ANNUAL MIDDLE PENINSULA JEEP ASSOCIATION INC JEEP FESTIVAL (4X4 EXPO)

October 15, 2016

Marquis Parkway Shopping Center 200 Marquis Pkwy,
Williamsburg, Virginia 23185
Email: sikescrij@aol.com
Web site: <http://www.mpjai.com/jeepfestivalmain.html>

TWIN MOUNTAIN GUY FAWKES BONFIRE WEEKEND

November 4, 2016

Twin Mountain Off Road Adventure
Email: john@twinmountainoffroad.com
Web site: <https://www.twinmountainoffroad.com/>

MAFWDA ANNUAL MEETING

November 12m 11-1PM

The Hideaway
1439 Odenton Road
Odenton, MD 21113
410-874-7300

www.hideawayodenton.com

Contact: ltpope@comcast.net

CORE BLACK FRIDAY TRAIL RIDE

November 25, 2016

Rausch Creek Off Road Park
Email: info@core4x4.org
Web site: <http://www.core4x4.org>

Any additions? Contact Mike Vincenty to get them added to the MAFWDA calendar (Newsletter@mafwd.org). ❖

Do we have your email?

As a member of MAWDA, you should be receiving periodic communications from your fellow MAFWDA Board Members. If you haven't been receiving these messages, we probably do not have your current email address. Shoot Mike V your email address at Secretary@mafwd.org and he will ensure you are added to the MAFWDA email list.

Also all current MAFWDA members are encouraged to post items of interest for follow four wheelers on this public email list. Simply send email message to mafwd_news@mafwd.org.

News Items Wanted

The MAFWDA "Recovery Points" newsletter is always looking for interesting articles and news items for publication. If you or your club has something that you would like to share with other members of the four-wheel drive community, please shoot an email to Mike V (MAFWDA newsletter editor) at Newsletter@mafwd.org and he will ensure your contribution is included in the next published edition.

"Recovery Points" is published quarterly (Jan, Apr, Jul, and Oct).

Quote

"We shall defend our island, whatever the cost may be, we shall fight on the beaches, we shall fight on the landing grounds, we shall fight in the fields and in the streets, we shall fight in the hills; we shall never surrender." **[Winston Churchill]**

"No government ever voluntarily reduces itself in size. Government programs, once launched, never disappear. Actually, a government bureau is the nearest thing to eternal life we'll ever see on this earth!" **[Ronald Reagan]**

"Our greatest weakness lies in giving up. The most certain way to succeed is always to try just one more time." **[Thomas A. Edison]**

■ Top 10 Fears of New 4WD Owners

from page 3

good YouTube fodder is the extreme stuff with above average risk. When it does occur, the driver is often in an extreme situation or driving recklessly. Take your time going through rough terrain and around obstacles. And avoid high risk situations. Perhaps not a comfort to you, if you do make a mistake and “roll over” – most times, the vehicle will only tip over onto a side (what we call a flop). These tend to occur while driving slowly, so damage to the vehicle is limited.

3. Stuck forever: Rarely happens. Sure you are going to get stuck sometimes. Your buddies will help you out of a jam. Most stuck situations are what we call shallowly stuck – lightly hung up on a rock or mud just up to the side walls. A quick pull a few feet by another vehicle and you are out. If you go by yourself, a winch will get you out of most situations. Of course you will avoid situations that are right on the edge of being doable. But remember to always go out with at least one other vehicle.

4. Breakdowns: They occur, but the more common issues are resolved with proper training and tools. Remember, too, that you’re likely to be with other drivers. Read some of our other articles to prepare for and deal with breakdowns. Tires are the number one problem in my opinion. Focus on learning the skills to fix tires (they are not hard) and acquire the necessary tools. Bottom line: a breakdown need not end your four wheeling trip.

5. Not knowing where to go and not knowing other drivers: The Federal Bureau of Land Management (BLM) produces maps that show open trails in western states. Since 2011, they provide “Off-Highway Vehicle Route Supplement” maps by Field Office sub regions. All open trails (with trail numbers) are identified. These maps do not have contour lines or other details and should be used with other maps like the BLM Surface Management Status maps.

All national forests are required to publish a “Motor Vehicle Use Map” (MVUM). The maps are little more than line drawings of the trails with trail numbers. They show the major paved road to help orient you. In California, the California Trail Users Coalition publishes maps with the MVUM overlaid on more fully featured maps for \$3.00. Obtain several maps so you know where to find legal trails.

Another good resource are trail guides. You can find a list of publishers at www.4x4training.com/trails.html

Look for events that are open to the public. Stop by and introduce yourself. In the process, you’re likely to meet other drivers willing to hit the trails with you.

6. Breaking a bead: Also called losing a bead, this is common. This concern is warranted but easily mitigated. Four wheelers air down nearly every time they go off road. If you turn too sharp, too fast in soft stuff or against a rock, the deflated tire is likely to lose its bead. The issue sounds worse than it is, though. As you’ll learn in this article, Tire Problems Shouldn’t Deflate Your Day, the problem is easily corrected with an air compressor and

jack.

7. Embarrassing yourself in front of others: Understand that everyone has to start sometime. Heck, I can recall some of my boneheaded newbie mistakes. The hope is that your fellow drivers are patient and understanding.

To build your confidence, take some introductory classes. Everyone in the class is in the same position as you, and you’ll learn together. (I offer a number of beginners’ classes.) Bear in mind that making mistakes is a part of your training. Don’t get worked up if, for example, you pick the wrong line. You’ll quickly recover, and you’ll be a smarter four wheeler as a result.

8. Lack of skill & knowledge: With all the YouTube videos available of extreme situations, it’s easy to feel overwhelmed. But there is no need to jump into high risk and difficult trails. One trail book I have for Southern California list over 150 trails (representing about 1500 miles). Only 19 of them are rate above a difficulty Level of 4 (out of 10). Most of the trails take you to scenic overlooks, old ghost towns, old mines, and great camp sites. However, you need good clearance and 4-wheel drive to get there. An off-road training clinic will quickly eliminate much of the concern. There are so many trails, and such a wide variety of terrain, that you’ll easily find a path that is enjoyable and surmountable. [It’s also essential to know how to minimize your impact on the environment when driving. Check out Tread Lightly!’s simple tips to drive off road responsibly].

9. Going off camber: Official term for driving when tipped at an angle. As a newbie, being tilted over can be an unnerving experience. Even veteran drivers are uncomfortable driving off camber. Off camber isn’t a real issue until you get up around a 30-degree pitch. You’re not likely to tip over, though, unless you’re traveling fast. Go slow and control the bounce.

In my Getting Started Off-Road Driving & Safety Clinic I put students through a 30-degree pitch. They learn what it feels like and how to respond. They are less likely to freeze up while off road.

A couple tools can help you determine your angle. One is an angle finder carpenter’s use, available in any hardware store. Another one, you can find at 4WD stores can be glued to the dash, it shows pitch and yaw.

10. Lack of immediate emergency services: Some 4WD areas as so remote, you’re outside the 2-hour window that normally defines urgent care response. Worse, you may be outside of cell range, as well. Some steps include:

Get basic first aid training. Learn how to stabilize an injured person. Take a basic survival course, too. You may need to camp out one or more nights while waiting for help.

Pack alternate forms of communication. These can include ham radio (requires a license), a satellite phone and a personal locator beacon or SPOT device.

Always ride with at least one other vehicle. I can’t stress that enough. Especially while still inexperienced, don’t

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■ Top 10 Fears of New 4WD Owners

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consider going alone to anything but the easiest trails.

I hope you have a better understanding of how to address four wheeling issues. The trails await you. Get the training you need, pack your vehicle, and then get out and enjoy the ride. ❖

Tom Severin is a respected 4x4 Coach and volunteer Master Tread Trainer. He teaches 4WD owners how to confidently and safely use their vehicles to the fullest extent in difficult terrain and adverse driving conditions. Visit www.4x4training.com to develop or improve your driving skill.

The FBI Warns That Car Hacking Is a Real Risk

By Alan Greenberg

Reprint: <https://www.wired.com/2016/03/fbi-warns-car-hacking-real-risk/>

IT'S BEEN EIGHT months since a pair of security researchers proved beyond any doubt that car hacking is more than an action movie plot device when they remotely killed the transmission of a 2014 Jeep Cherokee as I drove it down a St. Louis highway. Now the FBI has caught up with that news, and it's warning Americans to take the risk of vehicular cybersabotage seriously.

In a public service announcement issued together with the Department of Transportation and the National Highway Traffic and Safety Administration, the FBI on Thursday released a warning to drivers about the threat of over-the-internet attacks on cars and trucks. The announcement doesn't reveal any sign that the agencies have learned about incidents of car hacking that weren't already public. But it cites all of last year's car hacking research to offer a list of tips about how to keep vehicles secure from hackers and recommendations about what to do if you believe your car has been hacked—including a request to notify the FBI.

"Modern motor vehicles often include new connected vehicle technologies that aim to provide benefits such as added safety features, improved fuel economy, and greater overall convenience," the PSA reads. "Aftermarket devices are also providing consumers with new features to monitor the status of their vehicles. However, with this increased connectivity, it is important that consumers and manufacturers maintain awareness of potential cyber security threats."

The FBI and DOT's advice includes keeping automotive software up to date and staying aware of any possible recalls that require manual security patches to your car's code, as well as avoiding any unauthorized changes to a vehicle's software and being careful about plugging insecure gadgets into the car's network. Most of those tips stem directly from last year's research demonstrations: After hackers Charlie Miller and Chris Valasek hacked the Jeep in July, Chrysler issued a 1.4 million vehicle recall and mailed USB drives with software updates to affected drivers. And the next month, researchers from the University of California at San Diego showed that a common insurance dongle plugged into a Corvette's dashboard could be hacked to turn on the car's

windshield wipers or disable its brakes.

The announcement also notes that drivers should be careful about offering physical access to their vehicles to strangers. "In much the same way as you would not leave your personal computer or smartphone unlocked, in an unsecure location, or with someone you don't trust, it is important that you maintain awareness of those who may have access to your vehicle," the announcement reads. (If only the FBI felt quite so strongly about keeping intruders out of your iPhone.)

Not much in the FBI's warning is new information, says Chris Valasek, one of the two Jeep-hacking researchers. But he says the imprimatur of the FBI could make the threat of car hacking real for anyone who hasn't considered the growing risk of digital attacks on connected vehicles. "It seems super delayed," says Valasek. "But it's good advice...people take the FBI seriously."

Valasek says the most significant part of the announcement may be its request that anyone who suspects their car has been hacked to get in contact with the FBI, along with the car manufacturer and the National Highway and Traffic Safety Administration. Until now, Valasek says, he and his fellow Jeep hacker Charlie Miller have themselves been bombarded with messages—credible and not-so-credible—from people who believe they're car hacking victims. "Charlie and I get emails all the time from people who say 'my car's been hacked!'" he says. "The FBI is more than welcome to take that over."

Bears Ears Alternative Moves into House of Representatives as Opponents Cry Land Grab

By Kim Baca

Reprint:

<http://indiancountrytodaymedianetwork.com/2016/10/06/bears-ears-alternative-moves-house-representatives-opponents-cry-land-grab-166002>

A congressional bill touted as an alternative to the Bears Ears proposal, an intertribal request to designate nearly two million acres of land as a national monument in southeast Utah, is moving forward to the full House of Representatives.

The Utah Public Lands Initiative Act, H.R. 5780, sponsored by Rep. Rob Bishop (R-Utah) and co-sponsored by Rep. Jason Chaffetz (R-Utah) passed 21-13 in the Republican-majority House Natural Resources Committee on September 22.

Committee Democrats, including ranking member Arizona Rep. Raul Grijalva, expressed several concerns with the bill, saying it did not contain a tribal consultation component or protect half a million acres identified by the tribes in their larger Bears Ears designation request. Grijalva offered an amendment that would remove the Bears Ears National Conservation and the Indian Creek Wilderness areas from the bill. The Public Land Initiative designates about 1.4 million acres of federal land for "conservation and recreation," according to a [media release from the bill's sponsors](#), as well as "exchanges

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■ Bears Ears Alternative Moves into House

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and consolidates certain federal and non-federal land; and provides for economic development within the State of Utah.”

Opponents say the measure would open the land to natural-resources development and give a fair amount away to unspecified private interests.

Committee Republicans rejected a total of six amendments from Democrats, including one by California Rep. Raul Ruiz that would have protected land, water, roads or other resources within the Uintah and Ouray Ute Reservation. Calling H.R. 5780 “legislation that tramples over sovereignty and self-determination” and “a modern-day Indian land grab,” Ruiz said the Ute tribe was denied an opportunity to present their concerns to the committee in a formal hearing and that the bill was fast-tracked to avoid a hearing in the Indian, Insular and Alaska Native Affairs (IANA) Subcommittee, where Ruiz is a ranking member.

“Without a hearing in the IANA subcommittee we’re not able to fully discuss the true status of these lands within the Ute Indian Tribe’s reservation,” Ruiz said. “H.R. 5780 would be the first bill to take away these lands from these tribes. Attempting to justify taking away these lands based on misleading questions raised at the federal land subcommittee hearing last week is wrong and glazes over the disastrous impact on the tribe’s reservation and impact on federal Indian policy.”

Located in northeastern Utah, the Ute Indian Tribe of the Uintah and Ouray Reservation—made up of the Whiteriver, Uncompahgre and Uintah bands—is rich in oil and gas deposits. The Bureau of Land Management currently oversees land and minerals for sections of tribal land, but Ute officials, citing that the issue of ownership has been settled by past litigation, affirmed the BLM-managed land lies within its boundaries and say the land should have been placed under trust through the Indian Reorganization Act. The tribe opposes the bill, stating it “proposes to take Indian lands and resources to fix Utah’s problems.”

Democrats during the hearing continually referred to opposition from area tribes, including the bill’s exclusion of 500,000 acres of the Bears Ears region named after two 9,000-foot twin buttes, an area residents say is sacred and contains more than 100,000 archeological sites.

California Republican Tim McClintock said the movement to protect Bears Ears came from outside the Four Corners area, and several tribes in the area have supported the Public Lands Initiative (PLI), including a single elected Navajo official, Republican San Juan County Commissioner Rebecca Benally.

“The testimony that we received from the county commissioner called the claim of the Native American support for the Bears Ears monument campaign a sham,” McClintock said. “She says, ‘I’m here to help you unmask it.’ She did. I’m sorry she didn’t have more sway.”

Ruiz took issue with the characterization of Benally as a spokesperson for the entire Navajo Nation and reminded McClintock about tribal sovereignty.

“First of all, saying that one woman, this Navajo woman acting as a commissioner, using her as a token spokesperson for her tribal nation, that is wrong and not right,” Ruiz said. “The Navajo Nation under their president and their council opposes this land grab and are in solidarity with the Ute Nation. It’s their land; they can decide what to do with their land.”

The Navajo Tribe, Ute Mountain Ute Tribe, the Uintah and Ouray Ute Indian Tribe and the Hopi and Zuñi Pueblos support the monument proposal, and created the Bears Ears Inter-Tribal Coalition last year after failed attempts to work with Utah representatives.

The coalition formally asked President Obama to designate 1.9 million acres in the area as a national monument under the 1906 Antiquities Act, which gives the President signing power to create such monuments on federal lands.

During a press tour of the region in July, Interior Secretary Sally Jewell said the President plans to make a decision on the issue before the end of his term.

The issue has deeply divided the Four Corners community. The day before the House Natural Resources hearing a group of Utah Navajos during a news conference outside the U.S. Capitol opposed the monument, saying a monument designation would interfere with Bears Ears access and their traditional way of life. Six of seven Navajo communities in Utah have passed resolutions supporting a monument.

Standing with Utah lawmakers and Gov. Gary Herbert, Navajo resident Susie Philemon made a direct plea to the President, “Please do not take this land from us. Please don’t break more promises not again,” according to the [Associated Press](#).

In a video posted on the day of the Natural Resources meeting, Rep. Bishop, who is committee chairman, said the Public Lands Initiative is a compromise after 1,200 meetings, 50 field trips, and public and private hearings.

“There has been no bill before Congress that has had this kind of transparency and this kind of scrutiny,” Bishop said. “And, in the end of it when we take it to the floor of the House, it will be a good bill that will solve the problems and provide stability moving forward into the future.” ❖

MAFWDA Online Store

Get your MAFWDA merchandise here!

Did you know that Middle Atlantic Four Wheel Drive Association has an online store? Here you can purchase great MAFWDA branded merchandise on the online store. Tee-shirts, sweatshirts, coffee mugs; we got it all!

<http://www.cafepress.com/mafwda>

This month's featured item.



Women's Zip Hoodie

Style: Side-seamed for a feminine fit, jam-resistant metal zipper and Cotton/Spandex blend at waistband & cuffs

Size: Runs small. Size up 1-2 sizes for looser fit

Wash: Machine wash cold. Tumble dry low. May shrink after wash

Made of 80/20 cotton/polyester fleece

Weight: 8oz

IMPORTED

\$41.99

From the Desk of Preston Stevens

Director of Conservation/Land Use

Hi folks,

A lot has been going on. At the same time progress has been slow, at best. All positive, just slow. In this text, you will see a summary from Ken Kyler, the current president of the Maryland OHV Alliance. Due some conflicts, I was not able to join Ken with the meeting referenced below.

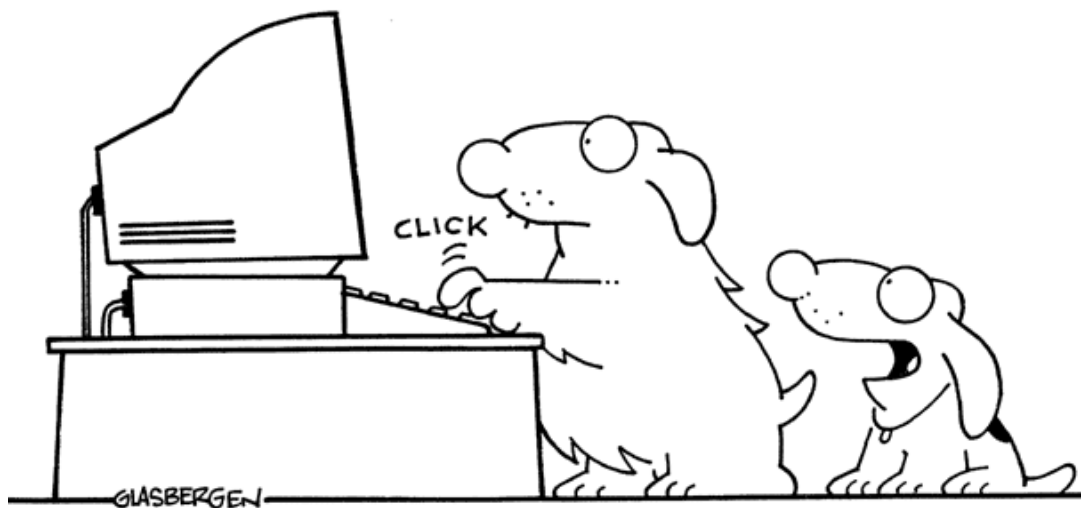
I was doubly disappointed at not being able to attend, as PA DCNR's, John Norbeck was also in attendance. John use to work for the Maryland DNR, Parks division. John works for the His role is not much different than Daryl Anthony. I mention this because John is a Jeoper and a collector. I have personally seen some of vintage Jeep restoration work. Really great pieces. John did a few outings with me back in the B4W days. Once at Potomac.

In their discussion was mention of a goal to create a connector trails system linking PA, MD, and W.VA. Quite a goal, but one that would be awesome if it were to come about. If anything were to come of that, I certainly will share it with you and let you know how we can help to make it happen. For now, it is a dream.

They also discussed a parcel of land that the State hopes to acquire, that would be just for OHV use. It is moving forward, but slowly. But, it is moving forward.

continued on page 10

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Member Clubs



PA Jeeps

Home of the PA Jeep show
York Pennsylvania area

PA Jeeps, Inc
P.O. Box 212
Shrewsbury, Pa 17361-0212 717-309-0513
www.pajeeps.org

CORE

Promoting Responsible Four Wheeling



Washington DC metro area

CORE is organized as a nonprofit organization for the purpose of providing social, educational, and recreational four wheel drive activities for its members and guests, as well as participating in and supporting civic activities for the betterment of the community.

www.core4x4.org
<https://www.facebook.com/core4x4>
info@core4x4.org

Eagle Valley Off Roaders



Lock Haven, PA

Eagle Valley Off Roaders is a family based non-profit four wheel drive club open to all makes and models of 4x4's.

EVOR is committed to promoting stronger family bonds and raising children to both enjoy and respect their environment by maintaining existing public trails and expanding trails on private lands that are open to our use. EVOR participates in trail clean ups and cuttings to help ensure that future generations can enjoy our sport.

www.eaglevalleyoffroaders.com
jim@eaglevalleyoffroaders.com

Are you missing something? Where is your club? If you would like your club to be represented here, contact Mike Vincenty at secretary@mafwda.org for information on how your club can join and contribute to MAFWDA.

■ From the Desk of Preston Stevens

from page 8

See Ken's summary of his meeting.

On Wednesday September 28th, we had breakfast with Deputy Secretary Daryl Anthony. Our #1 topic was the extensive amount of time it has taken to get the Savage Trail bid awarded. He understood our concerns and regretted the delay, but he did have good news. The additional funding was approved and the next Board of Public Works meeting would review the request.

My #1 issue was the delay getting the contract for Savage awarded. DNR wasn't being very aggressive getting the funding approved. He said the funding for Savage River had been approved and he expected the October 19th Board of Public Works meeting to review and approve the contract. This is an open meeting and encouraged us to attend. The Alliance will have a board member present and we encourage any others who wish to attend.

Assuming the Savage Trail contract is approved, we then discussed a Grand Opening next spring. He supports that idea and we will work together to ensure Maryland's first planned OHV system is appropriately opened. More details on that as this progresses.

Friends, this has been very frustrating at times but we are slowly getting there. Breaking new ground is never easy.

*Ken Kyler
President*

Also, on October 24-25 there is to be an OHV workshop in Garrett County. Please check out this link. Ken also arranged for this.
<http://nohvcc.org/Education/Workshops/md-ohv-workshop-2016>.

I also attended the Maryland RTP council meeting in late August. A real good meeting. There are actually some motorized grants that were submitted and approved. Also, funds were approved to supplement the funding for the St. John's Rock OHV area in eastern Garrett County on the Savage River State Forest. Keep watching for detail. This area should be open for use next year. There will be opportunities for 4wd there, too.

I sincerely hope everyone had a great summer and will have an even better fall. ❖

Preston Stevens

Director of Conservation/Land Use

Dude Mods Subaru Legacy Sedan, Successfully Wheels it in Moab

By Brett T. Evans

Reprint: <http://www.fourwheeler.com/news/1610-dude-mods-subaru-legacy-sedan-successfully-wheels-it-in-moab/>

One Moab enthusiast is interpreting the term "Run whatcha brung" very literally, taking his Subaru sedan up the Hell's Revenge trail.



While Subarus aren't uncommon in Moab (they're very popular with the mountain bikers and campers who frequent the area), seeing one actually tackle off-road trails is rare. That's what has made one YouTuber's videos go viral. That's right: Christopher Sven takes his 2011 Subaru Legacy 3.6R very, very far off the beaten path in Moab.

Sven's 2011 Subaru Legacy 3.6R sedan is almost stock, with taller springs and shocks, all-terrain tires, and a trimmed front bumper providing added ground clearance. Skidplates for the oil pan, front differential, and front bumper help keep the Subaru's dirty bits intact. However, according to Road & Track, the 3.6L flat-six and five-speed automatic transmission are stock, routing power through a likewise-factory all-wheel-drive system.

Adding to the car's sleeper aspect is its body style (like one recent Ford Crown Vic). The Explorer-rivalling ground clearance of the Subaru Outback wagon might lend itself more naturally to some of the easier Moab trails, but this unassuming sedan looks wholly out of place on a route like Hell's Revenge. That's where that extra front bumper clearance comes in handy, as do the 225/65R17 tires.

Now, the naysayers of the world will be quick to point out how easy the trail looks in the video, but trust us, Hell's Revenge is a difficult trail for many vehicles to pass. The fact that this locker-less, cooler-less Subaru Legacy can do it so well is a testament to Sven's good driving skill and simple upgrades, as well as Subaru's impressive all-wheel-drive system. ❖

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